The China Mail.

Established February, 1845.

VOL. XLIV. No. 7669. 號一廿月三年八十八百八千一英 HONGKONG, WEDNESDAY, MARCH 21, 1888. 日九初月二年子戊 PRICE, $2 PER MONTH.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street, E. C.* GEORGE STREET & Co., 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street.* W. M. WILLS, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—AMEDEI PRINCE & Co., 36, *Rue Lafayette, Paris.*

NEW YORK:—ANDREW WIND, 21, *Park Row.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore.* C. HEINSZEN & Co., *Manila.*

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELOH & Co. *Amoy*, N. MOALLE. *Foochow*, HEDGE & Co. *Shanghai*, LANZ, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$7,500,000
RESERVE FUND.....$3,900,000
RESERVE LIABILITY OF PROPRIETORS..... $7,500,000

COURT OF DIRECTORS.

Chairman—Hon. JOHN BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.

O. D. BOTTOMLEY, Esq. — Hon. A. P. MCEWEN.
W. G. BRODIE, Esq. — S. C. MICHAELSEN, Esq.
H. L. DALRYMPLE, Esq. — J. S. MOSES, Esq.
H. HOPPIUS, Esq. — L. POESNECKER, Esq.
B. LAYTON, Esq. — E. A. SOLOMON, Esq.

CHIEF MANAGER.
Hongkong.....THOMAS JACKSON, Esq.
MANAGER.
Shanghai.....EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, January 25, 1888. 363

Intimations.

NOTICE.

FOR the Convenience of Customers, the Productions of the 'CHINA SUGAR REFINING COMPANY, LIMITED,' can hence-forward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their Monthly Requirements in writing direct to the REFINERY at East Point.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, July 27, 1885. 1128

LIQUIDATION OF THE 'COMPANIA NAVIERA DE FILIPINAS.'

THE LIQUIDATORS of the above Company have decided to Pay a FIRST DIVIDEND of 15 % to the SHAREHOLDERS or to their legal representatives or successors.

PAYMENT will be made on and after the 6th Instant, on presentation of the Scrip at the Office of Sr. Dn. ANGEL ORTIZ. Plaza de Cervantes No. 6.

(Signed) A. ORTIZ,
GEO. ARMSTRONG.

Hongkong, March 12, 1888. 414

Intimations.

SOCIÉTÉ FRANCAISE DES CHARBONNAGES DU TONQUIN.
(SOCIÉTÉ ANONYME.)

CAPITAL, - - - FRANCS 4,000,000
DIVIDED INTO 8,000 SHARES OF FRANCS 500 EACH.

THIS Société is being formed for the purpose of WORKING the COAL MINES at HALONG BAY, Tonquin, under a Concession granted by the French Government in Tonquin, to M. BAVIER CHAUFFOUR as per Acts, dated Hanoï, the 28th day of March, 1887, and the 5th day of August, 1887.

The COAL MINES cover an Area of about 15,000 hectares, and the Concession will be conveyed to the Société by the Concessionaire as soon as the Société is formed.

Of the 8,000 SHARES, 4,000 are offered for Public Subscription at Par on the 22nd and 23rd days of March, 1888, and the Amount thereof is payable on application.

Forms of Application can be obtained from M. BAVIER CHAUFFOUR, 7, Queen's Road Central, to whom the same must be returned when filled up and signed, and where also the Articles of Association of the Société in formation can be obtained by the intending Shareholders.

PAYMENT for SHARES applied for must be made to the COMPTOIR D'ESCOMPTE DE PARIS, Hongkong, as Agents for the BANQUE DE L'INDO-CHINE, who will grant Receipts for same.

Hongkong, March 20, 1888. 472

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Seventeenth Ordinary MEETING of the SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, at Noon, on FRIDAY, the 23rd Instant, to receive the Report of Directors, together with the Statement of Accounts to 31st December, 1887.

The Transfer BOOKS of the Company will be CLOSED from the 10th to the 23rd Instant, both days inclusive.

By Order of the Board,
SAML. J. GOWER,
Secretary.

Hongkong, March 9, 1888. 401

THE HONGKONG AMATEUR ATHLETIC SPORTS
TO BE HELD ON
THE CRICKET GROUND,
ON
SATURDAY, the 7th April.

The following is the LIST of EVENTS, viz.:—

1—100 yards Flat Race, 2 prizes.
2—Putting the Shot, 1 prize.
3—120 yards Handicap, 2 prizes.
4—High Jump, 1 prize.
5—Quarter Mile Flat Race, 2 prizes.
6—One Mile Walking Race, 1 prize.
7—Throwing Cricket Ball, 1 prize.
8—Pole Jumping,
9—Soldiers Half Mile Race, 3 prizes.
10—Half Mile Race (Handicap), 2 prizes.
11—120 yards Hurdle Race, 2 prizes.
12—Boys Race, 200 yards (Handicap) for Boys under 15, open to European Schools, 3 prizes.
13—Veterans Flat Race, 120 yards (Handicap). Open to all, 35 years old and of 10 years residence in India, China or the Tropics, 2 prizes.
14—Long Jump, 1 prize.
15—Three-Legged Race, 1 prize.
16—Small Girls Race (Handicap), under 7 years, 3 prizes.
17—220 yards Flat Race (Handicap), 2 prizes.
18—One Mile Flat Race, 2 prizes.
19—Consolation Race, 1 prize.
20—International Tug-of-War, 1 prize.

With the exception of Events Nos. 9, 12 and 16, the above are Open to all GENTLEMEN AMATEURS, who are Members or Visitors of the Hongkong Club, Club Germania, Ladies' Recreation Club, Hongkong Cricket Club, Victoria Recreation Club, and also to COMMISSIONED MILITARY and NAVAL OFFICERS.

INTENDING COMPETITORS are requested to send in their ENTRIES (on the paper forms which can be obtained at the HONGKONG CLUB, CRICKET CLUB, VICTORIA RECREATION CLUB, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Messrs. FALCONER & Co.), to the HON. SECRETARY not later than SATURDAY, the 31st Instant, on which date ENTRIES CLOSE.

CHAS. H. THOMPSON.
Hon. Secretary.

Hongkong, March 17, 1888. 448

J. D. KILEY,
SAIL-MAKER.

TENTS, AWNINGS AND FLAGS.
No. 23, Praya Central,
HONGKONG.

Hongkong, November 1, 1887. 2135

PIESSE & LUBIN PERFUMERY FACTORS from every flower that breathes a fragrance.
SWEET SCENTS
LOXOTIS OPOPONAX
FRANGIPANNI PSIDIUM
May be obtained of any Chemist or Perfumer.
2 New Bond Street London

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT OF BUSINESS Contributed during the Half-Year ended 31st December, 1887, on or before the 31st Instant, on which date the Accounts will be Closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, March 15, 1888. 434

Business Notices.

LANE, CRAWFORD & Co.

HAVE RECEIVED A VARIETY OF

NEW GOODS,

INCLUDING:—

PIGSKIN HACK SADDLES and FURNITURE, Complete for $20.00.
DOG COLLARS, DOG MUZZLES, DOG WHIPS, DOG CHAINS.
THE FILTRE RAPIDE, MAIGNEN'S PATENT INDESTRUCTIBLE, $5.00.
A FINE LOT OF BATH SPONGES.
BATH TOWELS, BATH BLANKETS and BATH GOWNS.
BRACKET and TABLE LAMPS, LAMP SHADES.
SCARVES and TIES, Spring Colours and Designs.

HOSIERY AND OUTFITTING SUNDRIES:
ALBUMS, PORTRAIT FRAMES, WORK-BASKETS, POCKET BOOKS, NOTE CASES.

Also,
A LARGE STOCK OF
TENNIS BATS AND BALLS.

LANE, CRAWFORD & Co.

Hongkong, March 20, 1888. 470

NEW GOODS.

TALL SILK HATS.
" DRAB FELT HATS.
BLACK, BROWN, DRAB and GREY HARD FELT HATS.
TERAI and other SOFT FELTS.
TWEED HATS and CAPS in new shapes.
STRAW and PITH HATS.
SILK UMBRELLAS, from $3, over 10 to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEGGINGS and CHAIR APRONS.
TRAVELLING RUGS & SCOTCH MANTS.
OVER COATINGS, light and heavy.
OVER COATINGS, Ulster Tweeds.
Fine Black DIAGONAL and CORKSCREW for Dress Suits.
Black, Blue & Brown Fancy and Check DIAGONAL COATINGS.
Fancy and Check TWEED SUITINGS.
TROUSERINGS, in a great variety of Stripes, Checks, &c.
CRICKETING FLANNELS, in Checks, Stripes & Plain.
French Printed SHIRTINGS.
Unshrinkable FLANNEL SHIRTINGS.
Winter, Medium and Summer UNDER VESTS and PANTS.
READY-MADE ULSTERS IN STOCK.
Solid LEATHER PORTMANTEAUS.
OVERLAND TRUNKS, GLADSTONE BAGS, and a variety of TRAVELLING CASES, all sizes.
SILK ½-HOSE, Black, Navy and Colours.
Lamb's Wool, Merino and Lisle Thread ½-HOSE.
White DRESS SHIRTS.
Lacing & E. S. BOOTS and SHOES.
SHOOTING BOOTS, RUBBER BOOTS.
Patent Leather BOOTS and SHOES.
DANCING PUMPS, all sizes.
Large Stock of SCARFS, TIES, HANDKERCHIEFS, BRACES.

ROBT. LANG & Co.

Hongkong, February 21, 1888 285

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.
GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7.30.
WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c, has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.

WE HAVE RECEIVED THIS WEEK, OUR
FIRST DELIVERIES
OF
NEW SPRING DRESS MATERIALS,
Over 500 Pieces to Select from, varying in Price from 12 CENTS per Yard.
NEW STRAW HATS, FLOWERS, FEATHERS, RIBBONS, LACES,
&c., &c., &c.

W. POWELL & Co.

VICTORIA EXCHANGE, March 8, 1888. 394

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

CENTRAL EXCHANGE 13, PRAYA CENTRAL.

THE above Company's EXCHANGE is NOW OPEN for Telephonic Communication.

Rate of Subscription is $80 per Annum, payable quarterly in advance. Electrical Material of all descriptions kept in stock for Sale.

ELECTRIC BELLS a specialty.

Houses fitted up and kept in order at most Moderate Prices.

TELEPHONE MATERIAL supplied on Sale or Hire.

AGENTS for ELECTRIC LIGHTING, both ARC and INCANDESCENT.

Estimates furnished free.

HAROLD DOWSON,
Agent,
HONGKONG.

Hongkong, August 24, 1887. 1016

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

CONTRIBUTORS to the above OFFICE are requested to Furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December, 1887, in Order that the DISTRIBUTION of BONUS may be arranged. Returns not rendered prior to the 31ST DAY OF MARCH INSTANT, will be adjusted by the OFFICE, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, March 1, 1888. 330

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS AND DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

Intimations.

HONGKONG RIFLE ASSOCIATION.

THE FIFTH PRIZE MEETING will be held at KOWLOON on FRIDAY and SATURDAY, March 30th and 31st, and MONDAY, April 2nd, 1888.

For MEMBERS and ALL COMERS over $1,200 will be given in Prizes.

The SHOOTING will commence each day at 10 a.m.

Programmes and Entry Forms can be obtained from the Undersigned on and after *Monday*, 26th March, 1888.

A. SHELTON HOOPER,
Honorary Secretary.

Hongkong, March 20, 1888. 465

CATHAY CHAPTER, No. 1165.

A Regular CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY NEXT, the 26th Inst., at 8 30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, March 20, 1888. 469

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE Fifth Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICE of the Company, Praya, Central, on FRIDAY, the 23rd March, at Three o'Clock in the Afternoon, for the purpose of receiving the Report of the General Managers, declaring a Dividend, and electing a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from 9th to 23rd Instant, both days inclusive.

RUSSELL & Co.,
General Managers.

Hongkong, March 6, 1888. 379

WANTED.

A SITUATION in a Mercantile House as an ASSISTANT CLERK by a Competent JAPANESE, who has a thorough knowledge of English, has served a long time in a large Silk Export House in Yokohama and has good experience in General Office Work and Book-keeping.

Apply to 'A. C.,'
c/o. THE *China Mail* OFFICE.

Hongkong, March 15, 1888. 432

IMPORTANT NOTICE.

KUHN & CO.

ARE NOW SELLING OFF

THEIR FINE ART COLLECTION, consisting of a CHOICE & VALUABLE ASSORTMENT of JAPANESE BRONZES, CLOISONNE, IVORY, LACQUER, SILK and SATIN KIMMOS, KAKIMMOS, SCREENS, DRESSING-GOWNS and JACKETS, QUILTS, WALL DECORATIONS, BRONZE JEWELLERY, SWORDS, COMPLETE SUITS of ANTIQUE ARMOUR, &c., &c., &c.

☞ TO AVOID THE COST OF RE-SHIPMENT THE ENTIRE STOCK IS NOW OFFERED AT GREATLY REDUCED PRICES.

MESSRS. KUHN & Co., in thanking the RESIDENTS of Hongkong, Canton, and Macao for their Liberal Patronage, regret to state that, owing to the opening of a Branch House in London, where Mr. KUHN's presence is an absolute necessity, they are compelled to temporarily close their Hongkong establishment; but due notice will be given of the resumption of Business. Meanwhile all Orders sent to KUHN & Co., YOKOHAMA, will receive the most careful attention.

The PUBLIC are respectfully notified that the present sale of the most complete collection of WORKS OF JAPANESE ART ever offered in Hongkong at such low prices, will be limited to the current month.

KUHN & Co.,
opposite the HONGKONG HOTEL.

Hongkong, March 19, 1888. 449

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.

Hongkong, March 3, 1888 363

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 68

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON and COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be Charged.

ISAAC HUGHES,
Secretary.

Hongkong, November 7, 1887. 2148

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 26th day of March, 1888, at 3 p.m., are published for general information.

By Command,
ARATHOON SETH,
For the *Colonial Secretary.*

COLONIAL SECRETARY'S OFFICE,
Hongkong, 17th March, 1888. 446

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 26th day of March, 1888, at 3 p.m., by Order of His Excellency the Officer Administering the Government, of Thirteen Lots of Crown Land, at Hunghom, Kowloon, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lots.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Square feet.	Contents in Cents.	Annual Rent.	Upset Price.
	Inland Lots	Hunghom,	ft.	ft.	ft.	ft.			$	$
1	No. 181	Kowloon	15	15	50	50	750	10		225
2	" 182	Do.	15	15	50	50	750	10		225
3	" 183	Do.	15	15	50	50	750	10		225
4	" 184	Do.	15	15	50	50	750	10		225
5	" 185	Do.	15	15	50	50	750	10		225
6	" 186	Do.	15	15	50	50	750	10		225
7	" 191	Do.	15	15	50	50	750	10		225
8	" 192	Do.	15	15	50	50	750	10		225
9	" 193	Do.	15	15	50	50	750	10		225
10	" 194	Do.	15	15	50	50	750	10		225
11	" 195	Do.	15	15	50	50	750	10		225
12	" 196	Do.	15	15	50	50	750	10		225
13	" 197	Do.	15	15	50	50	750	10		225

PUBLIC AUCTION.

THE Undersigned has received instructions from H.M. NAVAL STOREKEEPER to Sell by Public Auction, on

TUESDAY,

the 27th Instant, at Noon, at H.M. Naval Yard,—

SUNDRY NAVAL & VICTUALLING CONDEMNED STORES,

comprising:—

OLD IRON, PAPER STUFF, HOSES, CHOCOLATE, FLOUR, BISCUIT DUST, IMPLEMENTS, &c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, March 20, 1888. 471

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship
Patroclus,
Capt. THOMPSON, will be despatched as above on THURSDAY, the 22nd Inst., at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 20, 1888. 428

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

The Company's Steamer
Phra Chom Klao,
Captain J. FOWLER, will be despatched for the above Ports on FRIDAY, the 23rd Instant, at 8 a.m.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, March 19, 1888. 450

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, *VIA* SAIGON SINGAPORE.

The Co.'s Steamship
Borneo,
Capt. WILKENS, will be despatched as above on or about the 23rd Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, March 17, 1888. 414

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship
Hesperia,
Capt. E. CHRISTIANSEN, will be despatched for the above Ports on SATURDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, March 15, 1888. 429

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Stenton,
Capt. MILLIGAN, will be despatched as above on WEDNESDAY, the 28th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 19, 1888. 463

Shipping.

Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, &c.)

The Steamship
Catterthun,
Captain DARBE, will be despatched for the above Ports on SATURDAY, the 21th Instant, at 3 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, March 12, 1888. 411

THE GIBB LINE OF STEAMERS.

FOR MELBOURNE, SYDNEY AND QUEENSLAND PORTS, *VIA* KUDAT, SOURABAYA AND *THE LEUWIN.*

(Taking through Cargo for ADELAIDE, TASMANIA AND NEW ZEALAND.)

The British Steamer
Afghan,
Captain ROY, with part Cargo from JAPAN, will be despatched as above (instead of as previously notified) on SATURDAY, the 24th Instant, at 5 p.m.

For Freight or Passage ($150 to MELBOURNE or SYDNEY), apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, March 20, 1888. 473

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship
Lombardy
will leave for the above places on SUNDAY, the 25th March, at Daylight.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 19, 1888. 460

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship
Glamorganshire,
D. DAVIES, Commander, will be despatched for the above Ports on the 27th Instant.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, March 20, 1888. 466

Sailing Vessels.

FOR SAN FRANCISCO.

The 3/3 *L.1.1.* American Ship
Great Admiral,
J. F. ROWELL, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, February 21, 1888. 283

Notice of Firm.

NOTICE.

MR. M. GROTE has THIS DAY been Admitted a PARTNER in our Firm.

CHATER & VERNON.

Hongkong, January 1, 1888. 5

Notices to Consignees.

NOTICE TO CONSIGNEES.

S.S. *STRATHLEVEN*, FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised.

ADAMSON, BELL & Co.,
Agents.

Hongkong, March 17, 1888. 445

NOTICE TO CONSIGNEES.

S.S. *UPPINGHAM*, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the KOWLOON WHARF & GODOWN Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-DAY, the 19th Instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 25th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, March 19, 1888. 458

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Euphrates*, Captain Edwards, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon Pier, and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, March 16, 1888. 436

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Company's S.S. *Glenfalloch*, having arrived from the above Ports, Consignees of Cargo by her and by the S.S. *Erin* and *Canada*, from New York, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 19th Instant.

Cargo remaining undelivered after the 26th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, March 19, 1888. 453

STEAMSHIP *OXUS*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex S.S. *Indus*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. To-day (Monday), the 19th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Saturday, the 24th Inst., at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before Monday, the 26th Instant, or they will not be recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.

Hongkong, March 19, 1888. 451

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS and WHITE WINES.

Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

To Let.

TO BE LET.

(With Immediate Possession.)

TWO Desirable RESIDENCES situated in Caine Road, West end Terrace opposite to Rose Villas.

Apply to
No. 14, Caine Road.

Hongkong, October 31, 1887. 2130

TO LET.

ROOMS in 'College Chambers.'

GODOWN in Ice House Lane, lately occupied by Messrs. Butterfield & Swire, from the 1st May.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, February 3, 1888. 504

TO LET.

(Immediate Possession.)

HOUSE No. 1 'Ball's Court,' Bonham Road.

SHOP No. 6 'Beaconsfield Arcade,' Queen's Road.

HOUSE No. 31 'West Villa,' Pokefulam Road.

SHOP No. 24 'Bank Buildings,' Queen's Road now occupied by Messrs Kuhn & Co.

Apply to
BELILIOS & Co.

Hongkong, March 17, 1888. 447

TO BE LET.

Unfurnished with Tennis Court.

NO. 5, Richmond Terrace, a FOUR ROOMED HOUSE, with Three Bath Rooms.

No. 6, Richmond Terrace, a SIX ROOMED HOUSE, with Three Bath Rooms.

A NEW STORY has just been added to the Servants' Quarters of both houses.

Apply to
JOHN WILLMOTT,
Hongkong Dispensary.

Hongkong, January 27, 1888. 142

To-day's Advertisements.

ROSE SHAMROCK AND THISTLE HOTEL.

MR. LIEBERMANN, having Sold the above Business to Mr. C. BERROVITZ, and being about to leave for Europe shortly, requests that ALL CLAIMS against him be sent in immediately.

Hongkong, March 21, 1888. 474

To-day's Advertisements.

NOTICE is hereby given that if the SUMS hereinafter mentioned are NOT CLAIMED within one year from this date, they will be transferred to the General Revenue of this Colony.

In the Matter of the Trust Estate of DENT & Co.

1. Balance due to Alexander Cowie, Master of the ship or vessel *Aurora*, - - - - - $5,879.65
2. Balance due to Henry Mann, Master of the ship or vessel *Waterwitch*, - - - - - 78.15
3. Balance to J. Gover, - - - - 469.19

In the Matter of JACKY *alias* THOMAS JOHN ROWLAND.

Amount to credit of this account, $2,281.57

EDW. J. ACKROYD,
Registrar.

Supreme Court,
Hongkong, 17th March, 1888. 480

NOTICE is hereby given that if the SUMS mentioned in Schedules *A* and *B* of Ordinance No. 11 of 1888, Copies of which have been posted up in the Supreme Court, and published in the *Government Gazette* of the 17th March, 1888, are NOT CLAIMED within six months, from the date hereof, they will be paid over to the General Revenue of the Colony.

The SUMS mentioned in Schedule *C* to the said Ordinance, a Copy of which has been posted and published, will also be paid over to the Treasury if NOT CLAIMED within one year from the said date.

EDW. J. ACKROYD,
Registrar.

Registry, Supreme Court,
Hongkong, 17th March, 1888 481

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *PREUSSEN*, FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before Noon To-day, the 21st Inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 2nd April, at 4 p.m.

All Claims must reach us before the 4th April, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.

Hongkong, March 21, 1888. 478

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Namoa*, Capt. Gonyard, will be despatched for the above Ports on FRIDAY, the 23rd Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, March 21, 1888. 475

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Co.'s Steamship *Kwongsaing*, Captain Sellar, will be despatched as above on or about the 30th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, March 21, 1888. 479

To-day's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Preussen*, Captain C. Pohle, will leave for the above place TO-MORROW (Thursday), the 22nd Inst., at 9 a.m.

For Freight or Passage, apply to

MELCHERS & Co.,
Agents.

Hongkong, March 21, 1888. 476

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *General Werder*, Capt. W. von Schuckmann, will leave for the above Ports TO-MORROW (Thursday), the 22nd Instant, at 9 a.m.

The Steamer has excellent Passenger Accommodation, is fitted up with Electric Light and carries a Doctor and Stewardess.

For Freight or Passage apply to

MELCHERS & Co.,
Agents

Hongkong, March 21, 1888. 477

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Allie Rowe, Hawaiian brig, Captain J. Phillips.—Wieler & Co.

Aron, British barque, Capt. Christensen.—Tung Sang Woo.

B. P. Cheney, American ship, Captain Hughes.—Douglas, Lapraik & Co.

Centennial, American ship, Captain I. M. Bearse.—Russell & Co.

Hattie E. Tapley, British barque, Capt. J. McConnachy.—Gibb, Livingston & Co.

Manuel, Spanish barque, Capt. Estival.—Remedios & Co.

SHIPPING.

ARRIVALS.

March 20, 1888:—

Preussen, German steamer, 2,879, C. Pohle, Bremen February 8, Antwerp 11, Southampton 12, Genoa 20 Port Said 27, Suez 28, Aden March 3, Colombo 10, and Singapore 16, Mails and General.—Melchers & Co.

Hesperia, German steamer, 1,136, E. Christiansen, Kobe March 14, General.—Siemssen & Co.

March 21:—

Velox, German steamer, from Whampoa.

Tetartos, German str., 1,578, T. Petersen, Nagasaki March 16, Coal.—Takasima Colliery.

Namoa, British str., 864, F. D. Goddard, Foochow March 18, Amoy 19, and Swatow 20, General.—Douglas Steamship Co.

Benlawers, British steamer, 1,513, Webster, London February 8, and Singapore March 15, General.—Gibb, Livingston & Co.

DEPARTURES.

March 21:—

Aron, for Mantung.
Pakshan, for Swatow.
Glenfalloch, for Shanghai.
Alwine, for Haiphong.
Cheang Hock Kian, for Swatow.
Ashington, for Saigon.
Formosa, for Swatow.
Venetia, for Shanghai.
Anadyr, for Europe.
Vitiaz, Russian cruiser, for Amoy.
Anchises, for Singapore and London.
Canton, for Swatow.
Taisang, for Singapore and Calcutta.

CLEARED.

Anton, for Haiphong.
Bialto, for London.
Patroclus, for Amoy and Shanghai.
Don Juan, for Amoy and Manila.
Kumamoto Maru, for Nagasaki.
Fushiki Maru, for Kutchinotzu.
Melita, for Saigon.

PASSENGERS.

ARRIVED.

Per *Preussen*, from Bremen, &c., H.E. Sir Wm. des Voeux and family, Mr and Mrs Kolff, Mr R. H. Kemp, Mrs Morrison, Messrs Heidemann and Gerdt, and 299 Chinese, for Hongkong. For Shanghai, Mr and Mrs Paim, Messrs Morton, Mason, Manthey, Drew and F. Görtzberg. For Yokohama, Dr. and Mrs Disse, Capt. and Mrs Petersen, and Dr. Hollrung.

Per *Numoa*, from Coast Ports, Mr Oui Han, and 230 Chinese.

Per *Benlawers*, from London, &c., Messrs Young and Somerville, and 100 Chinese.

DEPARTED.

Per *Anadyr*, from Hongkong: for Saigon, Revs. Mother Paul de la Croix, J. Lacassagne, J. M. Renier, Mr Gauthier, and 3 Chinese; for Singapore, Mr C. H. Hassan, Lieutenant Young, R.E., Mrs Simon and 3 children; for Colombo, Rev. Brother Idenalios; for Marseilles, Rev. E. Rousseau, Mrs Findlay Smith, child and servant, Miss Fournier, Masters Paul Fournier, Paul Vincenot Charles Vincenot, Messrs W. Bennett and F. Lopez y Rio. For Aden: from Kobe, Mr E. Jaffe. For Marseilles: from Shanghai, La Comtesse de Bosredon and maid, Mgr. Giraud Porny, Messrs T. B. Laithon, T. M. Liberge, T. Dauwerschein, Mr and Mrs Williams, Mr G. Bray and infant; from Yokohama, Captain J. Izuki, Messrs Fital Rousseau and Okuma; from Kobe, Messrs Steeneckers and Samo Reizo; from Manila, Mr and Mrs H. Perez.

Per *Diamante*, for Amoy, Mr and Mrs Chin Lun Hiang, and 62 Chinese; for Manila, Messrs C. Daton, P. Lormay, J. Sloan, Miss Scriwana, and 2 Chinese.

Per *Venetia*, for Shanghai: from Hongkong, Mr A. J. Collins; from London, Messrs McKenna, Barnsley, and McClure; from Naples, Prince Cariati, wife, child and servant; from Brindisi, Messrs Wolff and Deacon; from Colombo, Mr Smalley, and Hon. Edward Knatchbull-Hugessen.

Per *Formosa*, for Amoy, Rev A. Gregory.

Per *Anchises*, for London, Capt. Thomsett, R.N., and Misses Thomsett.

Per *Taisang*, for Singapore, 303 Chinese.

TO DEPART.

Per *Patroclus*, for Amoy, 2 Europeans, and 250 Chinese.

Per *Don Juan*, for Amoy, 1 European, and 60 Chinese.

Per *Melita*, for Saigon, 40 Chinese.

SHIPPING REPORTS.

The German steamer *Preussen* reports: Left Antwerp February 11th, passed Southampton 12th, left Genoa 20th, and arrived at Port Said 25th. After taking over mails and passengers, Port Said was left 27th, 10 a.m.; Suez passed February 28th, Aden March 3rd, Colombo 10th. Arrived at Singapore 15th, 2 p.m. Departure from Singapore March 16th 8.30 a.m. Arrived at Hongkong March 20th, evening. The latest Berlin mails are dated from the 21st of February. During the voyage we experienced to Port Said strong and variable weather and winds. From Port Said to Singapore, fine weather. Had light N.E. wind from Singapore to the 19th of March, and from this date fresh N.E. wind, with rough sea. On the 8th instant, spoke steamer *Daphne*, latitude 8° 55' N., and long. 71° 4' E. On the 18th instant, spoke American barque K.B.R.D., on board all well. lat. 11° 6' N., and long. 116° 16' E.

The British steamer *Namoa* reports: Foochow to Amoy, had strong Northerly winds and high sea. Amoy to Swatow, with squalls of wind and rain, fresh N.E. breeze and overcast. Swatow to port, first part moderate N.E. winds and fine; second part, light wind and rainy. In Foochow, steamer *Fuyew*. In Amoy, steamers *Hoihow* and *Borneo*. In Swatow, steamers *Kutsang* and *Haeshin*.

The British steamer *Benlawers* reports: Had fine weather up to Singapore, except 2 days strong N.E. winds and sea.

POST OFFICE NOTICES.

MAILS will close:

For SHANGHAI.—
Per *Preussen*, at 8.30 a.m., on Thursday, the 22nd inst.

For YOKOHAMA.—
Per *General Werder*, at 8.30 a.m., on Thursday, the 22nd inst.

For CHEFOO & NEWCHWANG.—
Per *Velox*, at 1.30 p.m., on Thursday, the 22nd inst.

For AMOY and MANILA.—
Per *Don Juan*, at 3.30 p.m., on Thursday, the 22nd inst.

For SAIGON.—
Per *Duburg*, at 4.30 p.m., on Thursday, the 22nd inst.

For SWATOW & BANGKOK.—
Per *Phra Chom Klao*, at 5 p.m., on Thursday, the 22nd inst.

For SYDNEY, MELBOURNE & ADELAIDE.—
Per *Catterthun*, at 2.30 p.m., on Saturday, the 24th inst.

SHARE LIST.—QUOTATIONS. March 21, 1888.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Position per last Report. Reserve.	Balance c/f'ward	Last Dividend	Closing Quotation. Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 3,900,000	$ 20,903.51 at working a/c.	30/ for ½ year to Dec. 31/87	$153 % prem., sellers
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ 50	£ 50	Tls. 100,000	Tls. 406,132.00	Tls. 23.65 for 1886	Tls. 270, buyers
Yangtsze Insurance Company, Ld.	8,000	£ 25	all	£ 50,000	Tls. 3,059.76	7 % for 1886	Tls. 108, sellers
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$ 675,000	$ 314,012.96	20 %, 1886	$87½ nom.
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 245,240.04	20 % 9 annum	$69, sales
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 230,000	$ 429,367.96	10 % for 1887	$74
Chinese Insurance Co., Limited.	1,500	$ 1,000	$ 200	$ 28,711.50	$ 125,771.29	8 % for 1886	$200, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,031,486	$ 252,243.30	$2.80 for '86	$330
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 650,000	$ 172,031.93	$ 6 for 1886	$73
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...	·19
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20		$ 79,432.52	... for 1886	$19, sales
The Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...	$27, sales
STEAMBOAT COMPANIES.							
H.K., C. and M. Steamboat Co., Ld.	40,000	$ 2	all	$ *40,000 $ †200,000	$ 3,696.50	7 % half year Dec. 31/87	$204
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 127,320	$ 115.13	8 %	$50
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10	...	£ 4,387.5.9	5 % for 1886/7	15 % dis., sales
60,000 shares issued.	31,212	£ 10	£ 10	...	...	None	10 % prem., buyers
China and Manila S. S. Co., Ld.	3,500	$ 50	all		...		
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	...	$ 1,001.32	10½ % for '87	32 % prem.
HK. and China Gas Co., Limited.	5,100	£ 10	all	£ 9,177.31	£ 1,527.3.11	10 % and 2 % bonus for '84	$130 per share, buyers, fully paid up
New Shares.	1,900	£ 10	£ 7.10				
Hongkong Hotel Company, Lt.	3,000	$ 100	all	...	$ 678.94	$5 half year June 30 1887	$185 " ex div., nominal
3,000 shs. issued							
China Sugar Company, Limited.	15,000	$ 100	all		$ 13,741.53	6 % for ½ year to June 30/87	$154 "
Hongkong Ice Company, Limited.	5,000	$ 250	all	$ 37,500	$ 429.60	16 % for 1887	61 " buyers
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 5,000	$ 514.5	1[illegible] % for 1886	$110 " ex div., nominal
Luzon Sugar Company, Limited.	7,000	£ 10	all	...	$ 129,303.18	None	$42½ " buyers
Perak Sugar Cultivation Co.	5,000	Tl. 50	all	...	...	None	Tls. 18 "
Perak Tin Mining & Smelting Co.	5,000	$ 50	all	...	...	None	$20 "
Punjom & Sungkie Dua Sungei Mining Co.	40,000	$ 10	all	...	...	None	$13½ " sellers
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	...	None	$139, ex div.
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	None	$49, sales
A. S. Watson & Co., Limited.	3,800	$ 100	all	$ 5,000	$ 2,730.09	6½ % int. div.	75 % prem.
HK. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	12 % prem., nominal
LOANS.				Rates of I.	Payable		
Chinese Imperial 1884 8.	8,56[illegible]	$ 50	all	8 %	yearly, 30 June	...	5 % prem.
" " 1884 c.	318[illegible]	$ 500	all	8	Oct. 10	...	3½ " prem., buyers
" " 1886 8.	...	T700,000	Tl. 250	7 %	March & Sept.	...	1 % prem., buyers

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Patroclus* leaves for S'hai, &c.
9 a.m.—*Preussen* leaves for Shanghai.
9 a.m.—*General Werder* leaves for Yokohama, &c.

General Memoranda.

Friday, March 23:—

Noon.—Meeting of Shareholders of The Chinese Insurance Company, Limited, at the Head Office.

3 p.m.—Meeting of Shareholders of The China and Manila Steamship Co., Ld., at the General Managers' office.

NOTICE.

A. S. WATSON & Co.,
LIMITED.

HAVE JUST RECEIVED THEIR *ANNUAL SUPPLY* of

LAWN GRASS SEED
and
SWEET CORN,

FOR IMMEDIATE SOWING.

HONGKONG DISPENSARY.

Hongkong, March 1, 1888. 351

MARRIAGE.

On the 14th Feb., at St. James's, Piccadilly, by the Rev. Sir John Cæsar Hawkins, Bart., Hon. Canon of St. Albans, cousin of the bridegroom, assisted by the Rev. H. Kirk, M.A., Villiers Alwyn Cæsar, second son of Villiers W. C. Hawkins, Esq., of Eastbourne, and grandson of the late Sir John Hawkins, of Kelston Park, Bath, to Florence Celia, only child of the late Major Cowper, 15th Regiment (East Yorkshire), and daughter of Mrs. Stretton, Penn, Bucks.

☞ *The publication of this issue commenced at 7.35 p.m.*

The China Mail.

HONGKONG, WEDNESDAY, MARCH 21, 1888.

TELEGRAMS.

[Supplied to the 'China Mail.']

(Via Southern Line.)

RUSSIA AND BULGARIA.

London, 19th March, 1888.

M. Nelidoff has requested the Porte to summon Prince Ferdinand to leave Bulgaria.

THE HEALTH OF THE EMPEROR OF GERMANY.

The latest bulletin respecting the health of His Majesty the Emperor states that he is able to sleep well.

LOCAL AND GENERAL.

Passed Suez Canal.

Outward Bound:—*Altenower*, Feb. 17; *Jason, Poseidon, Propontis*, 28; *Deucalion, Gallery of Lorne, Kaisow, Abergeldie, Iphigenia, Delcomyn*, March 2; *Melbourne, Atmore*, 6; *Glenlyon, Mosser*, 9; *Benvenue, Cascapedia, Dardanus, Pembrokeshire, Port Adelaide*, 13; *Braunschweig, Silh, Principia*, 16.

Homeward Bound:—*Devonshire*, Feb. 7; *Sussex*, 17; *Ingraban*, 21; *Elektra, Glencoe*, 28; *Bellerophon, Bellona, Lord of the Isles*, March 5; *Chancellor*, 9; *Glenearn, Merionethshire, Titan, Mogul*, 13.

The O. & O. Co.'s s. s. *Belgic*, with the American Mail of Feb. 24th, was to leave Yokohama on the 18th instant, and may be expected here on or about the 23rd inst.

The D. D. R. steamship *Olympia*, from Hamburg, left Singapore on the 15th inst., and may be expected here on or about the 21st inst.

The Glen Line steamer *Glenogle*, from London, left Singapore on the 18th instant, and may be expected here on or about the 24th inst.

The Shire Line steamer *Glamorganshire* left Singapore on the 19th inst., and may be expected here on or about the 25th inst.

The steamship *Japan* left Singapore on the 19th inst., and may be expected here on or about the 25th inst.

The steamship *Ningchow*, from Liverpool, left Singapore on the 20th instant, and may be expected here on or about the 25th inst.

The P. & O. 'extra' steamship *Zambesi*, left Bombay for Singapore and this port on the 7th inst.

The P. & O. 'extra' steamer *Kashgar* left Bombay for Hongkong on the 13th instant.

The Canadian Pacific Line steamer *Abyssinia* left Vancouver for Japan and this port on the 6th inst.

Mr Hamilton (of the Bonquet and Comedy Company) writes us that in consequence of Miss Ford's continued serious illness he has decided to postpone any further performances in Hongkong until the conclusion of the Company's Shanghai season.

A fracas occurred to-day between boarding-house runners on board the *Taisang*, and in the course of the fight one of the men was badly cut. Two of his assailants were arrested and were brought before the Police Court to-day. No evidence, however, was taken, the case being adjourned till the injured man, who has been taken to the Government Civil Hospital, has recovered.

The 7-pounder competition of the Hongkong Volunteers, held on Shaukiwan Road on Saturday last, for Captain McCallum's Cup, has resulted in a tie between the following seven members:—Sergeant Scott, Corporal Dade, Gunners Legge, Saunders, Grimes, Powell, and Laing. It is proposed to fire off the tie, one round each, on Easter Monday or on some other convenient day. The shooting was very good, the shots being well in line.

The s. s. *Preussen* arrived yesterday evening with the German mail of 21st February. We give in another column several interesting telegrams from the *Standard* of 20th Feb., kindly sent us by Messrs Melchers and Co.

There is no question that from time immemorial the honest portion of the ratepayers of this Colony have been paying a portion of the rates that ought to have been levied upon the dishonest section of Chinese house-holders. This fact is being most forcibly and persistently brought before the public by Mr Shelton Hooper, whose keen scent for defaulters and defrauders of the Colony in this respect has of late been developed to a high degree. The Valuer has, we think, done very good and useful service in tracing these defrauders, and we should not be surprised to find that he has recovered in fines during the financial year something like $3,000 or $4,000, besides having at the same time materially increased the amount of rates collected and to be collected. From a financial point of view, the Valuer has probably saved the Government as much as the expense of the year's assessment; but he has done more than this. He has, as the Colonial Treasurer describes it, 'widened the basis' of the municipal rates in a very practical and successful manner, and this without the help of the new Rating Ordinance—a measure, by the way, it is feared by some, which will perhaps 'widen the basis' a little too much. That many Chinese will evade payment of rates and taxes whenever they can do so with impunity, goes without saying. The great object of economical and effective government should be to detect and punish the offenders. This we have stated has been, and is being done in a most satisfactory manner by the Public Valuer; and we do not see why the same success should not attend a thoroughgoing attempt to expose and punish the wholesale evasion of the Stamp Duties by the natives. This task may be of a much more difficult nature than that accomplished by Mr Hooper; but it is not beyond the powers of the Stamp Revenue Department, and we hope it will be essayed.

We give in another column the translation of an article in the Canton newspaper *Kwong Po* with regard to the heavy poll-tax that the Australian Colonies propose to levy on the Chinese. It will be difficult for any one to deny that the reasoning of the writer appears just. The Chinese can urge with some force that they have as much right to trade and work in Australia and compete with the European settlers as the latter had to take possession of the place and gradually oust the aborigines. We do not think there is any principle of political morality on which the Australians can refuse them admission to the vast Southern continent that is still practically undeveloped. The land was not created for their benefit alone and destined to wait for centuries till they worked into the interior. However, the spread of races is not determined on the strict principles of morality, but on the great law of the survival of the fittest. It may be for the benefit of humanity at large that the flow of Chinese is restricted in the temperate regions where European labour will suffice for the development of the country; but we cannot help thinking that the exclusion of the Chinese from the tropical parts of the continent, where European labour can less readily be employed, will result in retarding the progress of the country. The objection to the Chinese on moral grounds is a mere make-believe on the part of the Colonists. What makes the Chinaman objectionable is not his immorality but his capacity for work and the moderate remuneration he is willing to accept. Experience has shown in Hongkong, Singapore and other colonies where the Chinese form a large part of the population that, under proper restriction, they are on the whole an easily governed race and are about as law-abiding as some European peoples. We trust that, for the honour of the English name, the Colonies will at least not insist on the capitation tax of £10 per annum on every Chinese resident in Australia. Were China or any semi-civilised nation to enforce such a law on Europeans there would be a universal howl of indignation and demand for reprisals.

The *Peking Gazette* of the 5th March contains a report from Li Hung-tao, who is in supreme control of the repairs to the Yellow River, in which these significant passages occur:—It had been decided already, for the sake of economising materials, not to build the two extra walls which were designed in the original plans; but it is agreed that the construction of breakwaters up-stream cannot be abandoned, as in such a case the final closing of the breach, when the time for that comes, would probably prove to be a failure. At any rate it would not be well to run the risk. Moreover, as the stock of millet stalks barely amounts to 3,000 stacks, all parties are of opinion that there is no positive certainty as to the completion of the work. It is therefore thought better to begin in the first instance with the breakwaters. Then, if materials come to hand in sufficient quantity, the eastern embankment will be hurried on at the same time, in which case, with continuous work by day and night, the whole may be finished together. While, if the needful supply of materials unfortunately be not forthcoming, it will still be possible to preserve whatever has been constructed. Every effort will be used to urge on those who are charged with the duty of furnishing materials, as well as to stimulate those engaged at the breach itself. If it be found that the adoption of any new methods can be of use, they will be employed without fail.—*Reuter's Reuter Noted.* We gather from this that the officials on the spot have given up hope of repairing the great breach before the summer floods. The consequences may be lamentable.—*N.-C. Daily News.*

A seaman named Luk Atong was charged at the Police Court to-day with detaining a girl, 15 years of age, named Lo Alui, for unlawful purposes. The girl said she belonged to Sa Hau and that her father was dead. Two men took her away and the defendant and two others brought her to Hongkong. She was first taken to Canton and then brought by the *Hankow* to Hongkong. Her captors told her they were bringing her back to her mother. She did not wish to come to Hongkong. The case was remanded that further evidence might be obtained.

U Wong, contractor, of the Kwong Shing shop, No. 30, Wellington St., was charged at the Police Court this morning, before Mr A. G. Wise, by Mr A. Shelton Hooper, valuator under the Rating Ordinance 1885, with making a false return of his rentals for the following tenements:—

	Rents returned by defendant.	Actual Rents.
1, Tsü Lung Lane, ...	$60	$166.20
2, " ...	60	142.20
3, " ...	60	130.20
4, " ...	60	130.20
5, " ...	60	130.20
143, Queen's Rd. East,	130	175.26
145, " ...	130	175.26
Total.	$560	$1,050.52

Mr Hooper said that when the defendant took the form with the rentals thereon to him, he stated in answer to questions put to him that he actually received $64.20 for each house in Tsü Lung Lane, and $127.76 for each house in Queen's Road East; but on enquiry this statement was found to be false. He also then stated that he had leased the five houses in Tsü Lung Lane to his rent-collector for $300 a-year, the lessee to pay taxes. Mr Hooper said it was one of the worst cases he had met with, and asked that the full penalty might be enforced. The defendant admitted the charge but said he had been ill and left the form to his rent-collector to fill up, and that although he had not yet leased the property as stated above, he was about to do so. Mr Wise said he did not believe the defendant ever intended to lease five houses for $300 a-year when he received more than $166 for one of them at present; he should therefore fine defendant in the full penalty of $100 for each house, making a total of $700.

Last evening Dr Cantlie, Honorary Surgeon to the H.K.V., delivered the preliminary lecture in a course of Ambulance Drills, which have commenced at their Headquarters, before an audience of about 30 Volunteers. Surgeon General Lower kindly took the chair and introduced Dr Cantlie in a few well-chosen remarks, congratulating the H.K.V. on having secured the services of so valuable a Surgeon, and spoke of him in such high terms that Dr Cantlie almost blushed. Dr Cantlie began by saying that he did not intend to enter into the dry part of the business then, but would first give an account of the state of things preceding the Army Medical Staff Corps being raised, and sketch out the formation of the other societies for 'First Aid to the wounded.' He then gave a sketch of the duties of the Army Medical Corps and related some of the work of the Corps in the Soudan War. Dr Cantlie proved to be a most entertaining lecturer, and kept the attention of his audience fixed during the whole of the time he was speaking, interspersing his remarks with amusing anecdotes which caused much laughter. We can safely prophesy that Dr Cantlie will become very popular in the Corps, and with his extensive and valuable experience will be able to do much good. Surgeon General Lower, in proposing a vote of thanks, at the end of the lecture to Dr Cantlie, said he had never heard a subject which is usually of the dry-as-dust type treated in a more entertaining way, and said he hoped that the members of the corps would be punctual in their attendance at the Ambulance Drills and would not lose their interest in them. The vote of thanks was carried by acclamation. Lieut. Woolley, in replying on behalf of the men, said he thought he could safely promise all that Surgeon General Lower had hoped for, and that having 'put their hands to the plough they would not look back on the furrow.' On the suggestion of those present it was decided to hold the drills on Monday and Thursday evenings at a quarter to 9, the drill or lecture to begin punctually at 9 o'clock, with practice in bandages during the preceding quarter of an hour.

A New York correspondent of the *N.-C. Daily News* says:—There is much discussion here in Missionary circles about the election of the Rev. Dr Storrs to the Presidency of the American Board. The doctor is known to advocate a progressive policy in missionary affairs. The agitation for this reform is directed by Chester Holcombe, whose great talent and abilities and services to the country are well known in China. Mr Holcombe has recently made some powerful addresses on missionary work. He proposes, I am told, to unite all the American missions in China under one Board, with headquarters at Peking. China with Japan will be divided into three districts, with headquarters at Shanghai, Swatow, and Canton. The Rev. Dr Yates will be in charge at Shanghai, the Rev. Dr Ashmore at Swatow, and the Rev. Dr Happer at Canton. These gentlemen will report directly to Peking, where Mr Holcombe will be stationed in charge of all the American interests in China, with absolute power over the movements of the different pastors and the disbursements of the contributions. Mr Holcombe has recommended the Board to purchase some available grounds opposite the British Legation, which, he says, will be useful and a good investment. Those who know Mr Holcombe's earnestness and ability in anything he undertakes hope for great results from this proposed plan.

The following are the Orders of the Day for the meeting of the Legislative Council on Friday next:—1. To go into Committee on the Bill entitled The Rating Ordinance, 1888. 2. Third reading of the following Bills:—(a.) The Stamp Duties Amendment Ordinance, 1888. (b.) The Trees Preservation Ordinance, 1888.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr A. J. Leach, Acting Chief Justice.)

Wednesday, March 21.

DOUGLAS STEAMSHIP CO. v. CRUICKSHANK.

The hearing of this case was resumed today. Mr Wotton appeared for the plaintiffs, and Mr Webber for the defence.

Mr Wotton said his case was now closed.

Mr Webber said the defence was, as he had already indicated, that the goods sent by defendant on plaintiffs' steamer were not dangerous; that they did not cause the explosion; that proper care and skill were used in the packing of them, and that everything was done on the part of the defendant to ensure their being safely carried.

His Lordship—Then you admit that these two chemicals were sent?

Mr Webber—No, I don't admit that, although I admit there were chemicals sent. Proceeding, Mr Webber said he should prove that an order was received by defendant from Mr Noodt, Swatow, to send certain ingredients to make coloured fires, which order was given by defendant to his assistant, who packed the ingredients in a box and sent them to the Douglas Steamship Coy's office. The ingredients were principally chlorate of potash and sulphur. They were all packed in glass bottles, with the exception of the sulphur which was wrapped up in strong paper. The mixture for each kind of coloured fire was put in a separate bottle and each bottle was corked and then wrapped in paper and carefully packed in the box. After mentioning the witnesses he proposed to call, Mr Webber said he should submit on the facts that defendant did not send explosives or dangerous goods and that they did not explode.

The following evidence for the defence was then called:—

William Cruickshank, the defendant, said—I have been in business for fifteen years in the Colony and six years previously at Home. I received the letter produced from Mr Noodt, Swatow. The letter is dated 16th December, and is as follows:—'Dear Sir, will you be good enough to send me the necessary ingredients for one green light, one red light and one blue light (Bengal lights) in time for the New Year.' Upon receipt of this letter I gave it to Mr Fraser, my assistant, who is a qualified chemist and druggist. I told him to get the ingredients made up. I did not see them made up. I saw the parcel before it was sent away. It was in a wooden box a little more than a foot in length, four to five inches deep and eight or nine inches wide. Mr Fraser afterwards handed me the parcel receipt, which I sent to Swatow. The next I heard about the parcel was in a letter I got from Swatow. I have not got that letter now, but its contents were to the effect that there had been an explosion on board the *Formosa*. I got the letter before I saw Mr Grant. Mr Grant came on the same day. When Mr Grant called he asked me what I had shipped by the *Formosa*, and I told him that the contents of the box were composed of chlorate of potash and sulphur. I said so because these were the principal contents of the box. I also said the chlorate was packed in three bottles and that the sulphur was packed separately in a paper parcel. The other ingredients are used simply for colouring. I believe I told him first that they were drugs and then he said 'What were they? I wish to know, as there has been an explosion on board the *Formosa*.' I saw Mr Bottomley in the evening and he asked me what I had shipped on the *Formosa* and I said 'There was nothing in my box that would have caused the explosion.' I also said 'I was rather surprised to receive a letter from Messrs Wotton and Deacon regarding the affair.' I remarked that it was rather sharp sending me that letter. He said they had to send it as a matter of form. He also said there were only two parcels that they suspected—one from Messrs Lane and Crawford and mine. He said they had been to Messrs Lane and Crawford and found that the cartridges they sent were empty, and so they concluded that it was my parcel that had caused the damage. Presuming the ingredients were packed in the way described I should consider them perfectly safe.

Mr Webber—That does not agree with what Mr Woolnough said yesterday?

Defendant—No.

Mr Webber—But I believe there has been some bad feeling between you for some time.

Defendant—We have not been friendly altogether.

By Mr Wotton—I know that it is wrong to ship dangerous goods undeclared; I can't say I knew it was forbidden by law. I have practised here as a chemist for about twelve years. I have also practised at Home. I hold a diploma from the Chemists Institution of Great Britain. At Home I would not be authorised by law to dispense medicine. I can't say I am a practical analytical chemist: that is to say I have no certificates to that effect. I can't say I have ever looked in a dictionary for a derivation of the word 'drug' as contrasted with the word 'chemical.'

Mr Wotton—Do you think this a sufficiently accurate description of drugs:—'Articles employed for medical purposes which are derived from the vegetable and animal kingdoms?'—Yes.

Would you consider all compounds chemical that are of mineral origin?—I would call them drugs if they were used as drugs.

Are chemicals not prepared from minerals as a rule?—Not always.

Would you call sulphur a chemical or a drug?—A drug.

Although it is a mineral?—Yes.

His Lordship—In Webster's dictionary 'drug' is defined as 'any substance, vegetable, animal or mineral, which is used in the composition or preparation of medicines; any stuff used in dyeing or chemical operations.'

Mr Wotton (continuing cross-examination)—Have you tried any experiments with explosive chemicals?—No.

Can you tell me from what formulæ the materials for these lights were composed?—No.

Have you a book called *Cooley's Cyclopædia*?—No.

You said just now you were not on very friendly terms with the Hongkong Dispensary. Is it not a fact that you both have accounts in each other's ledgers?

Defendant—I did not say the Hongkong Dispensary. I never address myself to Mr Woolnough in any transactions with the Hongkong Dispensary. I don't know that Mr Woolnough is manager; I believe Mr Humphreys is manager. The whole of the ingredients mentioned in the prescription make four pounds and two drachms. That does not include the sulphur of which there was half a pound. If one of the bottles in the parcel got broken and some of the sulphur got loose it would require a great deal of friction to cause combustion. The ingredients would require to be very intimately mixed before combustion would take place. Even then I don't say there would be an explosion but simply burning. If the two ingredients got intimately mixed there is a possibility, very remote, of an explosion from spontaneous combustion. If they were intimately mixed there would be a possibility of explosion. If they were intimately mixed I should say they were of a dangerous nature. I have not sent a claim to the Douglas Steamship Co. for the loss of the parcel. I intend to claim from Mr Noodt. After hearing all the evidence that has been given I would send those ingredients packed as they were on this occasion. I would still mark the goods as drugs. I would not think it better to mark them 'chlorate of potash and sulphur.'

By the Court—If there was only a remote possibility of explosion I would not call the goods dangerous.

Robert Fraser, assistant—I hold a diploma of the Pharmaceutical Society of Great Britain. I obtained it three years ago. I have been two years with Mr Cruickshank, the defendant. I made up the ingredients for the green, blue and red lights referred to in the letter from Mr Noodt. I made them up in accordance with the prescription produced. I also sent regulations for the mixing which were to the following effect:—Divide the sulphur into three equal parts and mix one part with the contents of each bottle on a sheet of paper just before using. The bottles were corked, waxed and stamped and capped with paper. I wrapped the bottle in white paper and then wrapped each bottle separately in three folds of corrugated paper. The sulphur was wrapped first in white paper, then in brown paper and tied up. I finally wrapped it in corrugated paper. I put the three bottles side by side in a box after placing some loose paper in the bottom of the box and a layer of shred paper against the side of the box. Layers of shred paper were also placed between the bottles. The sulphur was placed in the space at the end of the box. I wrapped the box in a sheet of paper. I put a label on the top of the parcel with the words 'glass, with care.' The box remained in the shop over night, and I sent it next morning to Messrs Douglas, Lapraik and Co.'s Office. None of the ingredients in themselves are dangerous unless taken internally in overdoses. None of them would explode of itself. If the contents got mixed they would remain harmless unless subjected to mixture with friction, or concussion, in which event they would be liable to spontaneous combustion and possibly explosion. There was no chance of their becoming mixed; no possibility of it as I packed them. Presuming one of the bottles got mixed there was no chance of the contents getting mixed with the sulphur. There was not the remotest possibility of the broken glass cutting through the paper.

By Mr Wotton—I served an apprenticeship to a pharmaceutical chemist, where I learnt the general routine of a dispensing chemist's business. I know *Cooley's Cyclopædia*. It is a recognised book of reference for various purposes. I would call it a book of some authority. I am aware that the law demands that if dangerous goods are shipped a declaration as to their nature has to be made. I got the formulæ for the manufacture of these lights from various books. I know that it is necessary to handle chlorate of potash carefully so as to avert the danger of explosion by contact with combustible matter. I have not served any apprenticeship in the manufacture of fireworks alone. I have made experiments with chlorate of potash and know it is combustible with oxydizable matter. I packed the box solely with my own hands. If these ingredients came together they might, by friction, concussion or spontaneous combustion, explode. The bottles I used were 20 oz. bottles. They were good, substantial bottles.

By the Court—I got no instructions from Mr Cruickshank as to what specification to give. In shipping chloride of lime the other day I simply described it 'one cask.' I am not aware that it is a dangerous article. If I was sending nitric acid I would describe it so, as it is dangerous. I sent directions with the ingredients in question, because if they were mixed in a mortar they would be dangerous.

W. E. Crow, Government Analyst,—I have heard the evidence of Mr Fraser regarding the way in which the drugs in question were packed. I am acquainted with the nature of the drugs. I am of opinion that, packed in the way described, they would not be likely to explode. Assuming that the bottles containing chlorate of potash were to break and accidentally get mixed with the sulphur, I don't think they would get well enough mixed to cause an explosion. Even if these ingredients were mixed they might not explode. None of these ingredients is regarded as an explosive. If some of the chlorate escaped and actually mixed with the sulphur an explosive substance would be formed. If I had been sending these ingredients by a ship I should enter them as 'dry chemicals' or 'drugs' or both. I should not mark them 'dangerous;' I should think it unnecessary to do so. I should have put on the parcel 'glass, with care' as the ingredients were packed in bottles.

By Mr Wotton—If I were sending out as a chemist prepared fireworks I should certainly not mark them drugs. I should mark them 'fireworks.' If I were to send a cwt. of chlorate of potash and sulphur I should mark them by their names. I should not consider it necessary to pack the articles in question separately. I am perfectly convinced that packed as they were there was no danger whatever. If broken glass were in a box with a mixture of chlorate of potash and sulphur there might be sufficient friction to cause an explosion. I have never prepared fireworks myself, but I know the degree of care that must be exercised in their preparation.

By the Court—Assuming that one of the bottles had been broken before it was taken on board the steamer and subjected to the vibration of the steamer and afterwards to the motion of being moved about, I don't think the whole could have exploded. I don't think it could possibly be sufficiently mixed for that purpose. Even if the ingredients were to come in contact sufficiently to explode by friction or some other agency, the explosion would only take place among those particles that were in actual contact, and the force of that explosion would not be sufficient to intermix the rest of the chlorate of potash with the rest of the sulphur so as to cause the whole to explode.

George Roy, master of the s. s. *Afghan*,—I have carried chlorate of potash on my ship frequently. When I came out last year I brought out a large quantity. I had sulphur on board at the time.

Mr Wotton objected to this evidence. If this man had done wrong that did not make it right for the defendant to do so. Besides this it could only be evidence that they did not go off on this occasion.

His Lordship said he thought there could be no harm in the plaintiff hearing the evidence of the witness.

Witness continuing—Last voyage out I had one parcel of 100 kegs chlorate of potash and 120 bags of sulphur. They were stored in the tween decks. They were in the same hold close together. They were not shipped together. I carried them quite safely from Yokohama to Kobe.

Mr Wotton—If you had known these were dangerous goods and might have blown up your ship, you would not have been so ready to carry them together, would you?

Witness—No, certainly not.

At this stage the case was adjourned till to-morrow at 10.15 a.m.

THE POLL TAX ON CHINESE IN THE AUSTRALIAN COLONIES.

An article in the *Kwong Po* of Saturday last, deals with the question of the new drastic measures that the Australian Colonies propose to adopt to restrict the influx of Chinese.

There is a movement on foot, says the writer, in the Australian colonies to levy on Chinese immigrants a heavy capitation tax. The poll-tax on every Chinese landing in Australia is at present fixed at £10 sterling. The proposal is to increase the tax to £100, to be levied when the immigrant sets foot on Australian territory, and beside this to collect £10 sterling per annum from every Chinese subject residing in Australia.

In the opinion of the writer the proposal is dishonoring to a great country and wholly unworthy of consideration by an enlightened Government. There can be no mistaking that its intention and aims are to exclude Chinese from Australia.

By the extended and harmonious development of commercial relations the merchants of different countries become dependent on each other as do the members of one family. And the people of one country residing in another for purposes of trade and honest labour are entitled to kindly consideration from that foreign Government. The Chinese are among those who leave their native country to live and labour abroad. They subsist by their labour, they are able to endure great toils, and they are not inferior in ability to the labouring people of other countries.

The consequence is that on many foreign shores where new territories are to be opened up the services of Chinese are called in to lay out fields, to make roads and to plant the ground.

They are employed as domestic servants and as labourers. Chinese merchants and traders pour into the newly-opened territory and they become an important element in its prosperity.

All this is said in no boastful spirit. Indeed it is but an echo of foreign opinion on the subject, which has not been slow to ascribe the progress of flourishing colonies to the influx of Chinese emigrants.

This being so, it would seem to be a wise policy to encourage such emigration, to extend protection to the emigrants and mete out to them kindly treatment. This is not, however, the invariable rule in those foreign countries to which Chinese have gone as emigrants.

At the present time Australia seems inclined to resort to the questionable policy of a prohibitive poll-tax. This form of taxation is not one that commends itself as among the more approved ways of raising money, and should be left to small and poor countries who have no better means of securing a revenue. Great and powerful nations are not dependent on capitation taxes.

Holland, being a small country and poor, is driven to impose a tax of the kind on Chinese residents in Java. When a great nation like France has followed the same policy, as in Saigon, it has been to the detriment of the Colony's prosperity.

The Editor is of opinion that England, having made treaties with China and desiring to abide by their conditions in a just and impartial spirit, will lend her sanction to no law which is so contrary to treaty stipulations, as this poll-tax would be.

Black men, Spaniards, and others are admitted to the Australian Colonies free of all capitation taxes, and strenuous efforts should be made through the Chinese Ambassador in England to secure the same privileges for Chinese subjects in Australia and remove any hurtful and harassing disabilities under which they at present labour.

England, concludes the writer, is the most wealthy and powerful, as she is also the most just in government, of all the nations. It follows that to those countries which are under English rule multitudes of Chinese are attracted, as witness Hongkong and the Straits Settlements. Australia bears the name of being English territory and many Chinese are drawn there. It will be difficult to explain to those the difference of treatment accorded to emigrants in countries which acknowledge the rule of the same power.

GREAT FIRE AT AMOY.

(From our Correspondent.)

Amoy, 19th March, 1888.

This morning, at about a quarter past three, a fire broke out in a house situated at Loe Heou Koue, which, owing to the strong N.E. gale which was blowing at the time, quickly spread to the surrounding districts of Tai-Loe Low-tow, and Pah-tee Low-tow, and in less than two hours destroyed over 150 houses in a thickly populated neighbourhood.

The loss of property must have been enormous, as the majority of the houses were occupied by Chinese dealers in Cotton Yarn &c., and there were besides several hotels and boarding houses for the coolies on their way to the Straits &c. At one time it looked as if nothing could save the foreign hongs, for the flames appeared to mount as high as 40 or 50 feet, curling over with the wind.

The premises occupied by Messrs Fearon Low & Co. had a narrow escape, but through the exertions of the out-door staff of the Customs, who mounted on the roofs of the burning houses near and pulled all the wood-work down, the spread of the flames to the back was prevented. The flames then made for the North end of Fearon Low, but the Customs people mounted on the roof and pulled down the wooden verandahs and the portion of the tea-tasting room which projected out from the building. And too much praise cannot be given them, for they stuck to their work manfully although at times the flames were enveloping them. Fortunately, with the exception of a few bruises and burns, none of them suffered any accident.

The Manuals belonging to the I. M. Customs and different Insurance Companies were ready if required on the concession, but beyond playing water on the portion of Fearon Low's premises facing the fire to prevent any sparks effecting a lodgement, they were useless, as there was nothing could stop the fire until it had burnt itself out. The cause of the fire was as usual carelessness. From what I can learn, a sing-song was being held in one of the houses last night, and after it was over, the players laid down to sleep without extinguishing their lanterns and flambeaux composed of dishes of oil with some cotton for a wick. It is surmised that the wick of one of the flambeaux was blown out of the dish by the strong wind and that this set fire to the wooden portion of the house, which owing to the same cause spread as already explained. I have not yet heard of any loss of life, but taking into consideration that most if not all of the houses burnt were of two and sometimes three stories in height and densely populated, I cannot but think that there have been some lives lost.

LATER.

Since writing the above I learn that in the house where the fire originated there were about 20 persons, who escaped with their lives, with the exception of the women. During the fire the loiterers were at work as usual, but retributive justice overtook one of the thieves, for on being caught he was at once taken before the mandarin who was on the spot with his men, and the thief being caught in the act was beheaded there and then as a warning to the others.

THE CHINESE INSURANCE COMPANY LIMITED.

The following is the report of the Company for presentation at the seventeenth Ordinary Meeting of Shareholders, to be held at the head office of the Company at Hongkong, on Friday next, at noon:—

The Directors have now to submit to the Shareholders a Statement of Accounts, showing the result of the Company's working for the twelve months ending 31st December, 1887.

The premia netted for that period amount to $36,381.71. It is with great regret that the Directors have to announce considerable losses, arising chiefly out of the winding up of Working Account, 1886.

The Working Account, 1887, has consequently been very much reduced, showing a Credit balance of $24,285.84.

Out of this sum the Directors now propose to pay $9,000 as 3 per cent Interest to Shareholders for the last half year (making, with the 3 per cent paid for the first six months, 6 per cent for 1887) and to leave the remainder of the balance to be dealt with on the expiration of current risks.

Directors.—Mr H. Foss and Mr M. Grote have resigned their seats at the Board, and it is the sad duty of the Directors to announce the deaths of Mr Lee Tuck Cheong, and Mr J. A. dos Remedios, who have been valuable Members of the Board for several years. To fill some of these vacancies the Directors have invited Mr Loir Wai Chuen, Mr St. C. Michaelsen and Mr F. Dodwell to join the Board, and their appointments require the confirmation of the Shareholders.

Mr J. B. Elias and Mr Fung Tang retire in rotation, but offer themselves for re-election.

Auditors.—The Accounts have been audited by Mr F. Henderson, acting in Mr T. Arnold's absence, and Mr H. U. Jeffries, elected by the Board, to fill the vacancy caused by the death of Mr L. Hauschild, who for thirteen years had faithfully filled that office.

The Directors have much pleasure in recommending the re-election of Mr Tho. Arnold and Mr H. U. Jeffries, as Auditors.

St. C. Michaelsen, *Chairman.*

Hongkong, 19th March, 1888.

BALANCE SHEET, 31ST DECEMBER, 1887.

Assets.

Cash at Head Office:—		
In current Account with Hongkong and Shanghai Bank		$ 29,212.51
London Agency:—		
65 Bonds Chinese 7 per cent. Loan 1885, Series *A*	£ 7,436 5 0	
13 Bonds Chinese 6 per cent. Loan 1885	1,454 9 11	
2 Bonds Japanese 7 per cent. Loan 1873	1,126 15 11	
	£10,017 10 10	
	@ 3/4	$ 60,405.24
17 Bonds Chinese 8 per cent. Loan 1884, *B*		$ 5,600.00
		65,905.24
Securities in Hongkong:—		
145 Bonds Chinese 8 per cent. Loan 1884, *B*	$ 72,538.88	
18 Bonds Chinese 8 per cent. Loan 1884, *C*	6,964.08	
8 Bonds Chinese 8 per cent. Loan 1885	4,074.50	
188 Bonds Chinese 7 per cent. Loan 1886, *E*	68,693.64	
Share in North China Insurance Company, Limited	277.76	
		152,547.18
Fixed Deposits:—		
With Hongkong and Shanghai Banking Corporation, Hongkong		90,000.00
Mortgage:—On Property in Hongkong		7,500.00
S.S. *Sea Gull*:—Share of		2,336.18
Office Furniture:—At Head Office		665.25
Stamps:—On hand in London and Hongkong		531.86
Bills Receivable		5,647.98
Accounts Receivable:—		
Outstanding Premia, Head Office	$ 12,897.53	
Interest accrued to date	8,972.61	
Due from Agencies, &c.		192,501.79
		214,472.43
		$571,928.33

Liabilities.

Capital	$ 1,500,000	
Paid up		$500,000.00
Reserve Fund		26,711.50
Account Payable:—		
Uncollected Interest Warrants		$ 894.00
Sundry Amounts due	$ 102,651.50	
		103,025.50
Bills Payable		25,005.42
Balance of Working Account		24,285.84
		$571,928.33

Working Account.

Shareholders' Interest:—		
Interest to 31st December, 1886	15,000.00	
Interest to 30th June, 1887	9,000.00	
		$ 24,000.00
Hongkong Salaries		11,816.00
London Office Expenses and Salaries		12,904.55
English Branch Office Expenses		900.00
Charges		5,971.57
Survey Fees		2,620.53
Commission		8,066.70
London Committee Fees		3,150.00
Directors and Auditors Fees		3,400.00
Expenses, and Loss on Sale, of S.S. *Sea Gull*		1,372.94
Exchange		1,613.70
Bad and Doubtful Debts Written off		2,369.51
Losses Account 1876	$ 111.27	
" 1883	263.97	
" 1884	1,884.24	
" 1885	660.76	
" 1886	182,955.57	
		185,875.81
Losses Account 1887		163,600.18
Balance		24,285.84
		$452,415.38
Balance brought forward from 1886		$125,771.29
Premia Account:—		
At Head Office and Agencies	$389,561.29	
Less:—		
Re-insurance and Return Premia	382,679.58	
		306,881.71
Interest Account		19,566.83
Interest Warrants Lapsed under Section 98 of Articles of Association		196.00
		$452,415.38

We have compared the above Statements with the Books, Vouchers and Securities at Head Office, and with the Returns received from the various Agencies, and hereby certify the same to be correct.

F. Henderson, H. U. Jeffries, } *Auditors.*

Saml. J. Gower, *Secretary.*

Foochow.

(Foochow Echo, March 17.)

We believe the settlement of the Fookoan missionary trouble is now in a fair way of being completed. From what we learn, the Chinese authorities undertake to rebuild all the Churches destroyed, and pay a sum of $14,000 besides for losses sustained by the mission. The mission should be very thankful to M. Frandin, as he must have had rather hard work to effect a just and reasonable settlement.

In the Tea-districts the usual preparations for the new leaf, are rumoured to be very gloomy for the coming season. 'Doubts' seem to be the order of the day in all matters concerning the business. Last year was certainly a very salutary one, as a lesson to many of our enterprising but penniless celestial tea merchants, who we positively blame to be the cause of all the deterioration in quality and price, for they are the real inventors and sellers of the tremendous amount of rubbish that is placed on the market every year, and the result is that other respectable dealers who used to buy and place on the market pure leaf, are now compelled to give up any idea of fair dealing in order to remain in the trade at all. If a clean sweep of this grand class of tea-dealers can be effected, China can will be at once elevated to its old standard which the world so much appreciated.

A fight, arising out of an old grudge, took place on the 12th instant between Shang Kan villagers and those of Ko-ooh at a place close to the Ice house, and during the affray some shots were exchanged, in which one of the Ko-ooh villagers was shot dead on the spot and several badly wounded. The soldiers stationed in the temple close by Messrs. Purdon & Co.'s office, went down with a mandarin to stop the fight, but this grand servant of His Imperial Majesty the Emperor, instead of using his power as a representative of the Emperor, the poor man went on his knees before the excited crowd praying them to stop the row! and the result was that no notice was taken of him, or his soldiers, and the fight went on from bad to worse until both parties had fought to their heart's content and dispersed. Had it not been for the cowardice shown by the mandarin and the soldiers, the fight would not have amounted to much, and no lives would have been lost. We were informed some days ago that the affray was likely to take place, but we placed no reliance upon the rumour.

LATE TELEGRAMS.

The following telegrams are from Ceylon papers brought on by the German Mail:—

MR WILFRED BLUNT RELEASED.

London, March 7.—Mr Wilfred Blunt has been released. Mr James Gilhooly, being sentenced to two months' imprisonment was released on appeal, but was re-arrested for committing an assault on the Police, and was admitted to bail.

PORT DUES AND RAILWAY MATERIAL TO INDIA.

Mr W. H. Smith yesterday received a deputation from the principal English ports protesting against the exemption from port dues of material shipped to India for railway works. Replying, he promised to submit the point to his colleagues, but was himself unable to admit that a grievance existed.

THE NEW EMPEROR'S MALADY.

Berlin, March 6.—A bulletin of the Crown Prince issued here denies that any difference of opinion exists amongst the doctors watching the case, and maintains that his condition is much improved.

SIR H. DRUMMOND-WOLFF THE NEW BRITISH MINISTER AT TEHERAN.

London, March 7.—Sir H. Drummond-Wolff has started for Teheran to assume duties as British Minister there.

THE LATE EMPEROR—THE CRISIS BEFORE DEATH.

London, March 9.—The swoon lasted one hour. His Majesty afterwards took some stimulant and slept quietly.

London, March 9.—The latest news regarding the Emperor states that a further improvement has taken place. The pains have subsided and fever has decreased. He had been sleeping soundly till midnight when he took soup and substantial food. The hopes of all for his recovery are reviving.

[The last telegram seems somewhat strange. We had no previous word of the late Emperor taking substaptial food after the swoon; and the symtoms described are such as would apply more to the then Crown Prince's malady.—Ed. *C. M.*]

THE PEAK TRAMWAY.

Mr A. C. Wylie (an engineer of considerable experience) writes from Tientsin to the engineering journal, *Industries*, giving a description of a recent trip from London to North China. In his letter the following interesting description of the Peak Tramway occurs:—

On arriving at Hong Kong we were moored to a jetty at Kowloon, on the opposite side of the bay from the town of Victoria. Since I was here in 1877, immense progress has been made. At that time where we were moored was a barren shore. Since then, large well-built and handsome warehouses or go-downs have been built. Quays and jetties have been constructed, with well laid out lines of rails of about 2ft. gauge, with trucks to correspond, which are simply and strongly made, with steel wheels and axles. By this arrangement goods can be landed and warehoused in the speediest and most economical manner, with much less wear and etear than formerly. The workshops at Kowloon of the Hong Kong and Whampoa Dock Company have been entirely re-arranged, and tools of the largest and most modern type laid down, capable of turning out any class of marine and general engineering work. The new dock, which, when finished, will take in our largest ironclads, is also making steady progress.

When *en route* to Japan in 1876, I had the pleasure to meet, in Chicago, Mr A. Findlay Smith, of Hongkong, and during our journey between there and Yokohama he spoke of a tramway which he thought could be made to the Peak on the mountain behind the city of Victoria, and on meeting him again after the lapse of eleven years, I was both surprised and delighted to find his former crude ideas not only matured, but worked out; and I believe the Hongkong High Level Tramway will be in operation before this is in print. As probably few of your readers have been in Hongkong, one of the most beautiful places in the Far East, it may not be out of place to state that owing to the hills rising abruptly behind the city, it has been hitherto cramped in its building extensions. The Government have made a series of splendid roads on the sides of the mountain leading to the Peak, and planted this once barren rock with many thousands of fir and other trees, under the superintendence of Mr. Ford, a gentleman highly skilled in arboriculture. This has enabled the wealthier residents to build houses on these terraces above the city, where they can enjoy the pure bracing air and lovely scenery. The completion of the high level tramway will not only enhance the value of the Government land, but render the whole mountain side available for building purposes, and make it a grand sanitarium within the reach of nearly all classes of the community. The tramway has been laid down from St. John's Place, Garden Road, to Victoria Gap, a length of 4690ft. The height of the upper above the lower terminus is 1207ft. The easiest gradient is 1 in 25, and the steepest 1 in 2. On the lower part of the line two steel rails of 35lb. per yard are laid, of 5ft. gauge, and forming a single line; and on the upper half three rails are laid, forming a double line. Half way is a cross siding with four rails about 130ft. long in the clear, having switches at the lower end. Steel sleepers, weighing 24lb. per yard, are bedded in lime concrete 6in. thick. The bridges, eleven in number, are constructed of wrought iron girders. The carriages are mounted on bogies, and carry about forty passengers, and when loaded weigh between five and six tons. The motive power consists of two pairs of compound horizontal engines with multitubular boilers, each 40 n.h.p., and erected at the upper terminus. Motion is communicated to the carriages by means of a flexible plough steel cable, 3½in. in circumference, passing over grooved winding drums, and tested to a breaking strain of 54 tons. At each end of the cable the carriages are attached, so that while one train ascends the corresponding train descends, passing each other half way. The cable will haul up at one time one hundred and twenty passengers, equal to a maximum working load of 7½ tons tensile strain. Cable guide pulleys are placed along the line at distances varying from three to eight yards. Each carriage is fitted with two steel clip brakes, arranged to grasp the centre brake rail, and to act at all times, unless held out of action by the brakesman; also with a pair of steel clip brakes to work on the 35lb. rails. The centre brake rail is of steel, weighing 66lb. per yard, and is laid between the ordinary rails. It is jointed and fixed to the sleepers with steel bolts and clamps. Starting from the lower terminus, the line proceeds for about 400ft. in a south-west direction, when a slight curve, of 500ft. radius, alters the course to south-south-west, which is continued until an altitude of about 900ft. is reached, where a curve of 300ft. radius changes the direction to west, after which it is almost straight to the upper terminus. The speed will be about six miles per hour, and reduced to four miles at the points and crossings. There will be several stations, and a single journey, without stoppages, will be made in ten minutes. The brakesman can at any time electrically signal the engine driver at the top to start or stop the train, and telephonic communication exists between the termini. The inhabitants of Hongkong are much indebted to Mr. A. F. Smith and his co directors for the energy and perseverance with which this unique undertaking has been carried out, and I earnestly hope that it will more than realise the expectations of all concerned, both practically and financially. Mr. J. F. Boulton, Assoc. M. Inst. C.E., is the engineer in charge, and Mr. James Anderson the manager.

Another improvement of great importance to Hong Kong is, I understand, being promoted by Mr. Chater. It is the bold one of extending the bund or quay seaward a distance of 250ft. This reclamation scheme would provide new sites for a splendid range of buildings on a fresh frontage to the bay, and a commodious bund, combining all the latest improvements for loading and discharging vessels. It would also provide for a splendid new street on the present bund. I hope it will in due time be carried out, so as to meet the yearly increasing trade of Hong Kong.

FRANCE AND ITALY.

Paris, 19th Feb.—The *Débats* publishes the following special telegram from Rome:—

'I recently telegraphed that the arsenal at Naples had received orders to prepare for sea a certain number of vessels to meet any emergency. The measure seems to have been general. I learn that for the last few days preparations have been actively going on in the Northern ports, at Genoa, La Spezia, Leghorn, and even in Sardinia. The authorities are completing the lists of merchant ships now in the Roads, and which might be chartered in case of war. Moreover, the *Tribuna* announces that the Naval Academy at Leghorn has received orders immediately to close the senior course, and appoint the thirty sub-lieutenants who followed it to vessels about to be commissioned.'

On the other hand, I find the following in this evening's *Temps*:—

'Great activity prevails just now in our military ports. In pursuance of orders given by Admiral Krantz, the vessels forming our fighting fleet have been put in readiness—as they ought always to be—and in a few days the condition of our naval material will be far more satisfactory than was the case at the beginning of the year. In addition, thanks to the redistribution of our ships, we shall very shortly have thirteen ironclads in the Mediterranean—namely, the Colbert, the Admiral Duperre, the Corsbet, the Devastation, the Indomptable, and the Redoutable, which belong to the squadron of evolution; the Richelieu, the Trident, and the Friedland, in the reserve at Toulon; the Bayard and the Terrible, now on their way from Brest to Toulon; the Duguesclin, which is about to follow; and the Vauban, flagship of the Admiral commanding the Levant Division. On the other hand, the Triomphante is about to complete her repairs, and the Caiman is shortly to make her trials at Toulon. It is expected that both vessels will be ready for sea by the end of March, so that, if desired, fifteen ironclads will be available for the Spring manœuvres. The cruisers, the La Pérouse, the Dupetit Thouars, the Milan, the Hirondelle, and the Desaix; the torpedo cruisers, Condor and Fanfon; the torpedo-*avisos* Bombe and Couleuvrine; and several sea-going torpedo boats are also about to be available in the same waters. In the north we have the ironclad division, commanded by Admiral de Boissoudy, consisting of the first class ironclads the Marengo, the Oceans and the Suffren; the torpedo-cruiser Epervier, six good coast-guard ironclads, and the second class ironclads Victorieuse and La Galissonière, to say nothing of numerous cruisers and torpedo boats. It will thus be seen that we are not so badly off as was represented.'

Considerable interest attaches to the question which has been asked of Sir J. Fergusson in the House of Commons.

THE STATE OF EUROPE.

THE NEW RUSSIAN PROPOSALS.

(Standard Correspondents.)

Vienna, 15th Feb.—The Cabinets of Vienna, Rome, and St. James, and, most probably of Paris also, are already in possession of the proposals informally made by Count Paul Shuvaloff in Berlin. The Vienna Cabinet, moreover, has already informally intimated its views on the matter, in concurrence, I believe, with the English and Italian Cabinets. While the exact extent of those unofficial Russian overtures still remains a secret, it is hinted that they only constitute a basis for more detailed proposals. The immediate object of Russia, it is said, is merely to induce all the Signatory Powers of the Berlin Treaty jointly to declare the presence of Prince Ferdinand on the Bulgarian Throne to be contrary to the Treaty, without however mooting the question how the present state of things is to be remedied.

I am informed that the Austrian reply to the confidential suggestions of Russia is substantially as follows:—

'The Vienna Cabinet is unable to join in any step for the removal of Prince Ferdinand without previously knowing who is to be the new candidate for the Bulgarian Throne, and this for two reasons—in the first place, because the removal of the Prince without a general understanding as to the person of his successor would again create an *interregnum* dangerous to public order and tranquillity in Bulgaria, and would again stir up party strife and anarchy, by which all the Balkan States might be set ablaze, thereby endangering the peace of Europe; and in the second place, because, without a previous understanding as to the person of the future Bulgarian Prince, even a collective declaration on the part of all the Signatory Powers, including Turkey, that the Bulgarian Throne is not legally occupied, would most probably meet with resistance on the part of the Bulgarians, who would refuse to consider the Throne as vacant. This would bring to the front the question of coercive measures either by Turkey or by the whole of Europe, or by Russia, a question about which unanimity among the Powers will be most difficult to obtain.'

A reply to the same effect will be given, I understand, by England and Italy. As these overtures have so far proved unsuccessful, Russia is not likely to propose them officially, for they have already been practically declined by three out of seven of the Signatory Powers. It remains, however, to be seen whether the *pourparlers* will now be continued, and followed up by the nomination of a Russian candidate. I am told that Austria would show herself very conciliatory in case Russia should name a suitable candidate—not one of the stamp of the Prince of Mingrelia, nor any Montenegrin hero. The candidature of the Duke of Leuchtenberg or Prince of Oldenburg would meet with no opposition here, provided the Bulgarians could be got to elect him, and he were not installed in an irregular way, whether by Commissioners, or by force. The hope of such a solution is, however, extremely small.

The identity of views and common action of Austria, Italy, and England in reference to these latest Russian proposals regarding Bulgaria and the East in general, are likely enough to revive the rumours of an English alliance or understanding with two of the members of the Triple Alliance. Commenting on Sir J. Fergusson's latest statements in the House of Commons on this subject, *Pesther Lloyd* states, I believe on good authority, that there are no formal engagements in existence, but that the English Foreign Office some time ago drew up a memorandum embodying its views on the most vital questions concerning Bulgaria, Constantinople, and the Mediterranean, and that this memorandum was confidentially communicated to the Cabinets of Vienna and Rome, where it was found to lay down a policy identical with that of those two Governments. The interests and aims of the three Powers being thus virtually the same, the natural inference is that England will co-operate with the two Allied Powers for the protection of those interests. To this, I believe, the rumours of an alliance or understanding with England will ultimately be found to reduce themselves.

The Polish papers report that the fortified camp near Demblin has been finished, and that troops continue to be concentrated there. The Austrian Ambassador at St. Petersburg, Count Wolkenstein, has sold his Russian estate near Siedlce in consequence of the late Ukase against aliens owning landed property in Russia.

A decree was issued yesterday at Sofia providing for the addition of a fifth squadron to each of three Bulgarian cavalry regiments.

The reports that have appeared to the effect that disturbances had broken out at Jamboli and Bourgas are false.

Berlin, 19th Feb.—It is stated in diplomatic circles here that, parallel with the conferences between Count Paul Shuvaloff and Prince and Count Herbert Bismarck in Berlin, *pourparlers* have been going on in Vienna between Count Kalnoky and the English and Italian Ambassadors in the Austrian capital. The result of the latter, it is said, has been to bring about an agreement between Austria, Italy, and England to oppose any attempts on the part of Russia to interfere in a manner unauthorised by Treaty either in the affairs of Bulgaria or in the Mediterranean question, understanding the latter in its widest sense. This opposition is to remain confined to diplomacy so long as Russia's action continues restricted to the same means. But a resort to force is to be opposed by force. With regard to the relations between England, Austria-Hungary, and Italy, a Vienna telegram to the *Post* makes the following statement:—'The relations between England and Italy are not fixed by a formal Treaty, but by the exchange of a Memorandum, in which the two Powers precisely define their interests and their obligations in defending them.' In the best informed circ

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco via Yokohama, on SATURDAY, the 24th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, March 3, 1888. 362

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N. B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *GANGES*, Captain E. STEWART, with Her Majesty's Mails, will be despatched from this for LONDON, *via* BOMBAY and SUEZ CANAL, on THURSDAY, the 29th March, at Daylight.

Cargo will be received on board until 4 p.m. on the day previous to sailing.

Parcels and Specie (Gold) at the Office until 2 p.m. on the day previous to sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 19, 1888. 462

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd April, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, March 14, 1888. 420

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 16th day of April, 1888, at 4 p.m., the Company's Steamship *PREUSSEN*, Capt. C. POHLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 15th April, 1888. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, March 20, 1888. 464

Insurances.

NOTICE.

THE MANON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED.....$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, December 2, 1887. 2349

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First*, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co

Hongkong, July 25, 1872. 496

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

Intimations.

NOW PUBLISHED.

BUDDHISM; ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST J. EITEL, PH.D., TUBING. THIRD EDITION, REVISED, WITH ADDITIONS.

Price, - - - - - - $1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the *China Mail* Office, and at Messrs. LANE, CRAWFORD & Co.—Price, 75 cents.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH *MORNING STAR*

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Taim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 17TH OCTOBER, 1887.

WEEK DAYS.		SUNDAYS.	
Leaves K'loon.	*Leaves H.K.*	*Leaves K'loon.*	*Leaves H.K.*
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	10.15* "	10.30 "	10.45 "
10.30* "	12.30 P.M.	11.00 "	NOON.
12.45 P.M.	1.00 "	12.30 P.M.	1.00 P.M.
1.30 "	2.00 "	1.30 "	2.00 "
2.20 "	3.00 "	2.30 "	3.00 "
3.30 "	4.00 "	3.30 "	4.00 "
4.15 "	4.30 "	4.15 "	4.30 "
4.50 "	5.10 "	4.50 "	5.10 "
5.25 "	5.40 "	5.25 "	5.40 "
6.00 "	6.15 "	6.00 "	6.15 "
6.30 "	6.45 "	6.30 "	6.45 "
7.00 "		7.00 "	

* There will be *no* Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Intimations.

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CHINA COAST METEOROLOGICAL REGISTER.

MARCH 19.—AT 4 P.M.

Station.	Barometer reduced to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Wl'ostock.	29.76	20	—	NW	1	b	—
Tokio	29.55	—	—	N	6	—	—
Nagasaki..	—	—	—	—	—	—	—
Shanghai..	30.36	40	72	NNW	3	b	—
Amoy	30.23	59	88	NE	4	o	—
Hongkong	30.16	60	79	—	0	or	—
Haiphong.	30.15	72	96	NE	1	c	—
Bolinao....	29.90	83	—	N	3	c	—
Manila.....	29.87	68	63	SE	3	cf	—
MARCH 20.—AT 10 A.M.							
Wl'ostock.	29.75	18	52	WNW	2	b	—
Tokio	—	—	—	—	—	—	—
Nagasaki..	—	—	—	—	—	—	—
Shanghai..	30.31	34	83	—	0	—	—
Amoy	—	—	—	—	—	—	—
Hongkong	30.24	63	56	NNE	1	o	0.11
Haiphong.	30.20	63	80	NNE	1	o	—
Bolinao....	29.99	82	—	SE	2	b	—
Manila.....	—	—	—	—	—	—	—

The barometer has risen in the south and fallen in the north. Gradients are rather steep for N.E. winds. Cloudy, cold and rather damp weather prevails.

W. DONERCK,
Government Astronomer.

Hongkong Observatory, March 20.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER. *b* blue sky, *c* detached clouds, *d* drizzling, rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. RAIN, in inches, tenths and hundredths.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers								
Afghan	...	Roy	Brit. str.	1439	Mar. 18	Gibb, Livingston & Co.	.....	Cos'tan Dock
Anchises	5 c	Lapage	Brit. str.	1304	Mar. 19	Butterfield & Swire	S'pore & London	To-day
Angers	10	Pinkham	Brit. str.	3185	Mar. 18	Butterfield & Swire		
Anton	...	Aereboe	Ger. str.	396	Mar. 19	Wieler & Co.	.....	Ab'deen Dock
Benlawers	5 c	Webster	Brit. str.	1513	Mar. 21	Gibb, Livingston & Co.		
Canton	3 h	Brenner	Brit. str.	1111	Mar. 18	Jardine, Matheson & Co.	Swatow	To-day
Cardiganshire	5 c	Clark	Brit. str.	1623	Mar. 19	Adamson, Bell & Co.		
Chow-chow-foo	3 c	Wendt	Ger. str.	796	Mar. 20	Chinese	Bangkok	
City of New York	5 c	Searle	Amer. str.	3129	Mar. 14	P. M. S. S. Co.	Y'hama & San F'cisco	24th inst.
Devonhurst	4 c	Houthoff	Dutch str.	1164	Mar. 16	Jardine, Matheson & Co.		
Don Juan	1 c	Marquez	Span. str.	482	Mar. 20	Brandao & Co.	Amoy & Manila	To-morrow
Duburg	2 h	Bertelsen	Ger. str.	927	Mar. 19	Tung Kee & Co.	Saigon	To-morrow
Fushiki Maru	8 c	Thompsen	Japan. str.	1219	Mar. 19	Mitsui Bussan Kaisha	Nagasaki	
General Werder	10	Schuermann	Ger. str.	1120	Mar. 16	Melchers & Co.	Yokohama & Kobe	
Hesperia	5 c	Christiansen	Ger. str.	1136	Mar. 20	Siemssen & Co.	Hamburg	24th inst.
Kumamoto Maru	8 c	Extrom	Japan. str.	1237	Mar. 15	Mitsui Bussan Kaisha	Nagasaki	To-day
Lombardy	2 c	Preston	Brit. str.	1726	Mar. 19	P. & O. S. N. Co.	Kobe & Yokohama	24th inst.
Melita	2 c	Mörck	Ger. str.	339	Mar. 11	Wieler & Co.	Saigon	To-day
Namoa	5 h	Goddard	Brit. str.	826	Mar. 21	Douglas Steamship Co.		
Patroclus	5 c	Pulford	Brit. str.	1386	Mar. 20	Butterfield & Swire	Amoy and Shanghai	To-morrow
Phra Chom Klao	3 h	Fowler	Brit. str.	1011	Mar. 18	Yuen Fat Hong	Swatow & Bangkok	23rd inst.
Pilot Fish	6 h	Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.		
Preussen	10	Pohle	Ger. str.	2879	Mar. 20	Melchers & Co.		
Taisang	5 c	Jackson	Brit. str.	1556	Feb. 21	Jardine, Matheson & Co.	Calcutta, &c.	To-day
Teresa	4 h	Greig	Brit. str.	753	Mar. 15	Gibb, Livingston & Co.	Shanghai	To-day
Tetartos	8 c	Petersen	Ger. str.	1587	Mar. 21	Takasima Colliery	Nagasaki	
Velox	3 k	Kallsen	Ger. str.	636	Mar. 21	Eduard Schellhass & Co.	Chefoo & N'chwang	To-morrow
Visayas	...	Ajubita	Span. str.	406	Mar. 11	Chinese	.....	K'loon Dock
Sailing Vessels								
Allie Rowe	6 k	Phillips	Haw. bg.	.....	June 9	Wieler & Co.		
Augusta	3 c	Jessen	Ger. bqe.	473	Mar. 17	Eduard Schellhass & Co.	Laid up	
B. P. Cheney	6 c	Hughes	Amer. sh.	1259	Jan. 25	Douglas, Lapraik & Co.		
Centennial	9 c	Bearse	Amer. sh.	1222	Jan. 27	Carlowitz & Co.	New York	
Coloma	3 c	Noyes	Amer. bqe.	852	Dec. 27	Melchers & Co.		
Dorothea	3 c	Moeller	Ger. bqe.	620	Jan. 29	Arnhold, Karberg & Co.	London	
F. P. Leitchfield	6 c	Young	Amer. bqe.	1042	Feb. 5	Melchers & Co.	San Francisco	
Great Admiral	3 c	Rowell	Amer. sh.	1497	Feb. 17	Russell & Co.	San Francisco	
Hattie E. Tapley	3 k	McConnachy	Brit. bqe.	997	Feb. 23	Gibb, Livingston & Co.		
Kitty	6 k	Laird	Brit. bqe.	803	Aug. 20	Order		
Mabel Taylor	5 c	Durkil	Brit. sh.	1295	Jan. 28	Carlowitz & Co.	London, &c.	
Norway	3 h	Albrethsen	Norw. bqe.	657	Mar. 9	Wieler & Co.		
Rialto	4 k	Payne	Brit. bqe.	1182	Jan. 3	Pustau & Co.	London	
Santa Filomena	3 k	Mendiguren	Span. sch.	448	Jan. 12	Chinese	Iloilo	
Senta	5 c	Tiemann	Ger. bqe.	1057	Jan. 26	Melchers & Co.	London, &c.	
Titan	9 c	Allyn	Amer. sh.	1270	Jan. 28	Pustau & Co.	New York	
Walter Siegfried	3 c	Lawrence	Brit. bqe.	394	Dec. 17	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Alacrity	despatch-vessel	1400	4	3180	Com. R. Blair Maconochie	Singapore
Audacious*	twin-screw battle-ship	6010	10	4330	Capt. Robert Hastings Harris	Hongkong
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. H. H. Beteler	Carton
Constance	cruiser 3rd class	2380	14	2590	Capt. L. C. Keppel	Hongkong
Cordelia	cruiser 3rd class	2380	10	1420	Captain Henry H. Boys	Shanghai
Esk	gun. 3rd class coast defence	360	3	340	———	In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. H. R. Adams	Shanghai
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Manila
Heroine	cruiser 3rd class	1420	8	1470	Captain Chas. J. Balfour	Hongkong
Leander	cruiser 2nd class	3750	10	5000	Captain M. J. Dunlop	Kobe
Linnet	gun-vessel 2nd class	756	5	1050	Commander W. Marrack	Hongkong
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. W. M. Maturin	Tientsin
Mutine	sloop	1200	10	1120	Commander J. H. Martin	Singapore
Orion	battle ship 3 class armoured	4870	4	4040	Captain T. H. Royse	Singapore
Rambler	surveying vessel	830	3	690	Commander W. U. Moore	Hongkong
Rattler	gunboat 1st class	670	6	1200	Lieut.-Com. W. Maitl. Dougall	Hongkong
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karslake	Hongkong
Satellite	cruiser 3rd class	1420	8	1400	Captain Arthur L. Alington	Shanghai
Solent	torpedo mining launch	150	—	—	———	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Commander A. C. B. Bromley	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Commander Geo. Giffard	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450	———	Hongkong

* Flagship of Admiral Sir R. Vesey Hamilton, K.C.B. Commander-in-Chief.

☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Alcout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Rupé	Haiphong
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Whampoa
Bismarck	German cruiser	2800	—	—	Captain Kuhn	Amoy
B'tholomeu Dias	Portuguese corvette	—	—	400	Capt. da Costa Cabral	On a cruise
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Hongkong
Carola	German cruiser	2100	—	—	Captain Aschmann	Shanghai
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Haiphong
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewell	Kobe
Iltis	German gunboat	489	—	—	Captain Eickstedt	Hollhow
Jaguar	French gunboat	445	2	270	Lieut.-Commander Fouet	Haiphong
Lutin	French gunboat	485	4	425	Captain Ney	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Mordvi	Russian gunboat	465	7	60	Commander Moltzoff	Corea
Nautilus	German gun-vessel	755	4	600	Captain von Hoven	Zanzibar
Nayezdink	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Corea
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Yokohama
Parseval	French gunboat	—	—	—	Captain M. Foret	Kobe
Pluvier	French gunboat	540	—	420	Lieut.-Commander Poidloue	Haiphong
Primauguet	French cruiser	2296	15	2270	Captain Buge	Kobe
Rapido	Italian cruiser	1458	5	—	Captain F. Craveola	Kobe
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Rynda	Russian cruiser	3000	—	—	Captain Th. Avellan	Manila
Sivotch	Russian cruiser	900	1	1000	Commander Suofrieff	Corea
Sobo	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Cochuir	Nagasaki
Tamega	Portuguese gunboat	610	5	500	Commander P. I. Gouveia	Lisbon
Tejo	Portuguese gunboat	—	3	100	Lieut.-Com. C. R. Caminha	Macao
Turenne	French frigate	5880	12	4250	Captain Juge	Kobe
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Vipere	French gunboat	480	4	425	Capt. de Marcller	Yokohama
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Amoy
Vostock	Russian gunboat	—	4	—	Commander Molchansky	Vladivostock
Wolf	German gunboat	384	6	240	Captain Jocselike	Kobe
Zaire	Portuguese gunboat	—	4	100	Lieut.-Com. C. M. P. Vianna	Macao

SHIPPING IN CHINA, JAPAN PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	*Flag & Rig.*	*Destination.*
Amoy	Brit. str.	Hongkong
Director Barrow	Ger. sch.	
Fushun	Chi. str.	Shanghai
Meefoo	Chi. str.	Shanghai

AMOY.

In port on March 9, 1888.

MERCHANT STEAMERS.

Canton	British
Glucksburg	German

MERCHANT SAILING VESSELS.

Direct. Barrow	Ger.	sch.
Omega	Brit.	bqe.

FOOCHOW.

In port on March 3, 1888.

MERCHANT STEAMERS.

Alwine Seyd	German
Diomed	British
Nanzing	British

MERCHANT SAILING VESSELS.

Anglo-India	Brit.	bqe.
G. H. Wappaus	Brit.	bqe.

SHANGHAI.

In port on March 8, 1888.

MERCHANT STEAMERS.

Anadyr	French	
Canton	British	
Fungshun	Chinese	
Ganges	British	
Glenroy	British	
Kiang-foo	Chinese	
Kiang-piau	Chinese	
Kiang-yung	Chinese	
Kiang-yü	Chinese	
Kiang-tung	Chinese	Hankow, &c.
Nanzing	British	
Peking	British	Hongkong
Sachsen	German	
Satsuma Maru	Japanese	Nagasaki, &c.
Store Nordiske	Danish	
Yoritomo Maru	Japanese	
Yung Ching	Chinese	

MERCHANT SAILING VESSELS.

Alex. Yeats	Brit.	sh.
Altair	Brit.	bqe.
Eclipse	Amer.	sh.
Mary Stewart	Brit.	bqe.
Satsuma	Brit.	bqe.
Soflid	Span.	sch.

NAGASAKI.

In port on February 22, 1888.

Kozaki Maru	Japan.	bqe.
Polar Star	Rus.	sch.

HIOGO.

In port on February 28, 1888.

Wanlock	Brit.	bqe.

YOKOHAMA.

In port on February 25, 1888.

Arctic	Amer.	sch.
Diana	Amer.	sch.
Fearless	Ger.	cut.
G. Domville	Brit.	sh.
Loch Broom	Brit.	sh.
Nemo	Brit.	sch.
Rose	Br. 3m.	sch.

MANILA.

In port on March 8, 1888.

Altona	Ger.	sch.
Austriana	Brit.	sh. New York
Credmoor	Amer.	sh.
Drumeltan	Brit.	sh.
Ed. May	Amer.	bqe.
E. Marie	Norw.	bqe.
Elizabeth	Ger.	bqe.
Enrique	Span.	bqe.
Francis	Am.	sh.
Hedvig	Brit.	bqe.
Herat	Brit.	sh.
L. Linnhe	Brit.	sh.
Mary A. Troop	Brit.	bqe.
Mary L. Stone	Amer.	sh.
M. Fillozi	Brit.	sh.
Nagpore	Brit.	sh.
Nomad	Amer.	bqe.
Obed Baxter	Amer.	bqe.

HAIPHONG.

In Port on March 4, 1888.

August	British

BANGKOK.

In port on February 22, 1888.

Aurora	Brit.	bqe.
Charon Wattara	Siam.	bqe.
Doretta	Siam.	sch.
Doris	Swed.	bqe.
Eagle	Brit.	bg.
Emilie	Norw.	bqe.
F. H. Drews	Ger	bqe.
Foocbow	Siam.	bqe.
Fortune	Siam.	bg.
Goliah	Siam.	sch.
Lisa	Ital.	sh.
Maria Berg	Ger.	bqe.
Meridian	Siam.	bg.
Nicolino	Ital.	bqe.
Orione	Italian	bqe.
Young Siam	Siam.	bqe.

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